City of Hollister
Development Services
Planning Division

375 Fifth Street, Hollister, CA 95023 Ph (831) 636-4360 Fax (831) 636-4364

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR SITE AND ARCHITECTURAL REVIEW APPLICATION 2010-1 (FIRE STATION NO.1)

PUBLIC REVIEW PERIOD: April 13, 2010 to May 13, 2010

This notice advises the public that the City of Hollister (City) Development Services Department intends to adopt a Mitigated Negative Declaration (MND) for Site and Architectural Review Application 2010-1.

PROJECT SPONSOR: The City of Hollister Redevelopment Agency

PROJECT DESCRIPTION AND LOCATION:

The City of Hollister Redevelopment Agency is requesting approval for Site and Architectural Review 2010-1 to replace the current one story 8,839 square foot firehouse with a 12,318 square foot two- story firehouse on the existing 12,534 square foot lot on the corner of Fifth and Sally Streets (110 Fifth Street, APN #054-101-07).

DETERMINATION:

Based on the findings of the Initial Study, the City has determined that although the proposed project could have a significant effect on the environment, there will not be significant in this case because the mitigation measures described on the attached sheet have been added to the project. A Mitigated Negative Declaration has been prepared.

PUBLIC REVIEW:

The Initial Study and proposed Mitigated Negative Declaration (IS/MND) for the Proposed Project are available for public review at the following locations:

City of Hollister, City Hall 375 Fifth Street Hollister, CA 95023 (831) 636-4340	City of Hollister, Development Services Department 420 Hill Street Hollister, CA 95023 (831) 636-4360	San Benito County Free Library 470 Fifth Street Hollister, CA 95023 (831) 636-4170

The IS and proposed MND are also available for public review online at:
http://hollister.ca.gov

CONTACT: Written comments concerning the IS/MND should be received by 5:00pm on **Wednesday May 13, 2010.** Please address comments or questions to:

City of Hollister, Development Services Department
C/o: Jillian Leal-Morales, Planning Intern
375 Fifth Street, Hollister, California 95023
(831) 636-4360 telephone (831) 636-4364 fax
Jill.morales-Leal@hollister.ca.gov

MANDATORY FINDING OF SIGNIFICANCE

The applicant has agreed to revisions to the projects plans and mitigation measures to ensure that all potentially significant environmental effects will be mitigated to a less-than significant level. With the adoption of the proposed mitigation measures, no significant adverse environmental effects will occur. Therefore, there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

MITIGATION MEASURES:

MM 3-1 Prior to issuance of the demolition permit, the City of Hollister will apply for a demolition permit from the MBUAPCD.

MM 3-2 The City of Hollister will include in approved contracts for the building demolition that the contractor shall implement the recommendations found in the ATC report prepared in February 2010 and comply with the MBUAPCD NESHAP policies and regulations for removal and disposal of contaminated materials.

MM 3-3 To control, to the greatest extent feasible, dust during demolition activities and the transport of demolition spoils, the City of Hollister will include the following MBUAPCD dust control measures into demolition contracts:

a.) Water all active demolition and construction areas at least twice daily, or as required to control dust;

b.) Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard;

c.) Sweep streets daily if visible soil material is carried out from the project site;

d.) Apply (non-toxic) chemical soil stabilizers on all unpaved access roads parking areas and staging areas as well as on disturbed areas within the project site that are unused for at least four consecutive days;

e.) Cover inactive storage piles

MM 5-1 As a condition of project approval, during construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource.

a.) Human Remains: The County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

b.) Paleontological Resources: A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontologist resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

c.) Archeological Resources: An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate.

MM 6-1 A surface fault investigation that clears the project site for re-construction shall be completed and filed with the State Geologist prior to issuance of a building permit. If the fault study findings prove that a fault is located at the site for the proposed reconstruction of Fire Station No. 1, the City of Hollister will relocate the project to an alternative site.

MM 6-2 Prior to issuance of a building permit or approval of plans for grading, drainage or erosion control on the project site, the project sponsor shall prepare a Geotechnical Soils Report with engineering recommendations to minimize impacts from seismic induced ground shaking, liquefaction, erosion, and soil expansion or contraction for all structures, utilities and paved surfaces. The recommendations from the report shall be incorporated into the improvements plans for grading, drainage, building foundations and plans, paving and erosion control. Prior to obtaining approvals for building permits and improvement plans the City of Hollister Engineering and Building Departments will review the plans for compliance with recommendations in the geotechnical report. [Engineering Department, Building Department]

MM 7-1 Abatement procedures for asbestos materials shall be incorporated into the demolition of the existing structures. Any lead stripping and lead based paint debris shall be cleaned up and disposed of by properly trained and protected personnel and licensed contractor. All light ballasts shall be inspected for "non-PCB" labeling during demolition activities and any ballasts that no not have "non-PCB labeling shall be disposed of in accordance with CCR Title 22, Section 24, Chapter 42, 42 (Section §67426.1 to §67429.1), and CFR Title 40. Fluorescent tubes should be removed and disposed according to CCR Title 22, Section 4.5, Chapter 23 (Sections §67426.1 - §67429.1), and CFR Title 40, and all other applicable local, state and federal regulations. During demolition an assessment shall be conducted by a qualified profession to determine if additional hazardous materials are present or absent in inaccessible or concealed spaces such as pipe chases and the interior of mechanical components and ducts. Any identified hazardous materials shall be handled, removed and disposed of in accordance with all applicable local, state and federal regulations.

MM 8-1 A condition shall be placed on the proposed project that only City-approved water conditioning systems that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system shall be installed. A final occupancy shall not be granted for any building with a water conditional system unless the Building Inspector can verify installation of an

authorized water conditioning system.

MM 11-1 The following measures will be incorporated into the proposed project to mitigate impacts from demolition and site clearance noise: Demolition and construction will be limited to weekdays between 7 AM and 7PM and 8:00 AM to 6:00 PM on Saturday (General Plan Policy HS3.3).

MM 15-1 Prior to occupancy of the temporary fire station near the corner of Monterey and Fourth Street, the following safety measures will be implemented:

a.) Near the entrance/exit driveway off of 4th Street, the curbs shall be painted red for no parking a distance of 20 feet on each side of the driveway.

b.) For additional line of sight to fire engines and motorists on 4th Street, a keep clear traffic zone will also be painted on 4th Street at the entry/exit driveway so that access for fire engines will remain clear when traffic is stopped at the intersection of 4th Street and San Benito Street.

The City of Hollister Engineering Department shall coordinate with Caltrans to place a pre-emption device that can be utilized by Fire Trucks at the temporary station no. 1 to change the traffic signal at the intersection of Fourth Street and San Benito Street to green for the eastbound approach to the intersection from Fourth Street.

MM 17-1 The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

MM 17-2

The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels, sun tunnels, and

water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

MM 17-3 The proposed project will not have a direct or indirect substantial diverse effect on human beings. With the implementation of incorporated mitigation measures, any potential impacts will be mitigated to a level of non-significance. Therefore, any adverse effects on human beings either directly or indirectly resulting from implementation of the proposed project will be reduced to a **less than significant level**.

Fire Station No.1
Initial Study

1. **Project File:** Site and Architectural Review 2010-1 City of Hollister Fire Station no. 1 demolition, reconstruction, and temporary relocation of the fire station.

2. **Project Location:** The project site is located in downtown Hollister at 110 Fifth Street on the northwest corner of Fifth Street and Sally Street (See Figure 1). The property is more specifically described as San Benito County assessor parcel number 054-101-007. The temporary eighteen-month relocation of the fire station is proposed at the vacant lot of 375 4th Street at the southeast corner of Monterey and Fourth Street, in the City of Hollister, San Benito County assessor parcel number 054-110-002, also in downtown Hollister (see Figure 2).

3. **Project Description:** The proposed project includes three types of approvals. City Council approval of contracts for the demolition of existing Fire Station Number 1. Planning Commission approval of Site & Architectural review 2010-1 for the demolition and reconstruction of Fire Station No.1. Finally, an Administrative Permit to place temporary work trailers to relocate Fire Station No. 1 to the parking lot of a former car dealership bound by Fourth Street to the north, Monterey Street the west, Briggs Alley to the south and the City of Hollister Briggs Building to the east. The temporary facility would be in Downtown Hollister about 800 feet west of the existing fire station (see Figure 3 site plan).

   The proposed replacement firehouse structure will be increased to two stories with a total maximum height 37'-6" and a total floor area of 12,318 square feet. The proposed use of this structure will remain as an active firehouse.

   The proposed firehouse will have a mixture of façade materials including vertical and horizontal siding, stucco, and Cal Stone split face concrete masonry with a variety of colors ranging from light yellow, tan, timberbark, to traditional red (see Figure 4 and 5). The windows of the firehouse will be aluminum with arched perforated aluminum awnings on both first and second floors as well as the apparatus doors.

4. **General Plan Designation:** Downtown Commercial and Mixed Use

5. **Zoning:** DMU Downtown Mixed Use

6. **Surrounding Land Uses and Setting:** The project site is currently used as the City of Hollister Fire Station No. 1 and is located within downtown Hollister at 110 Fifth Street. The 12,534 square foot site is bordered by Sally Street to the east and Fifth Street to the south and Briggs Alley to the north. Land uses in the immediate vicinity of the site include a restaurant parking lot to the north located across Briggs Alley. A single-family residence is located about 80 feet to the north at the corner of 4th & Sally Street. An existing warehouse used for storage of canned tomatoes located to the East across Sally Street. A thrift store to the west of the property and slightly further is a welding supply store. To the South, across Fifth Street there is a thrift store with existing offices on the second story.

   The project site was site previously used by the Cornell Tractor company before finally being remodeled as a City Firehouse.[7] The site of a firehouse lot sits on approximately .287 gross

of land. The City of Hollister has designated the property as Downtown Commercial and Mixed Use in the General Plan and is zoned DMU Downtown Mixed Use.

The firehouse structure is not on the California Register of Historic Places or within the two Hollister Historic Districts. Based on the Liquefaction Susceptibility Map of the Hollister Area, San Benito County, CA (1998), the project site sediments in this area are defined as low and very low. According to floodplain data compiled by the Federal Emergency Management Agency (FEMA) the site does not lie within the 100 or 500-year flood plain.

7. **Project sponsor's name and address:** City of Hollister Redevelopment Agency, 375Fifth Street, Hollister, California 95023

DETERMINATION
On the basis of this initial study:

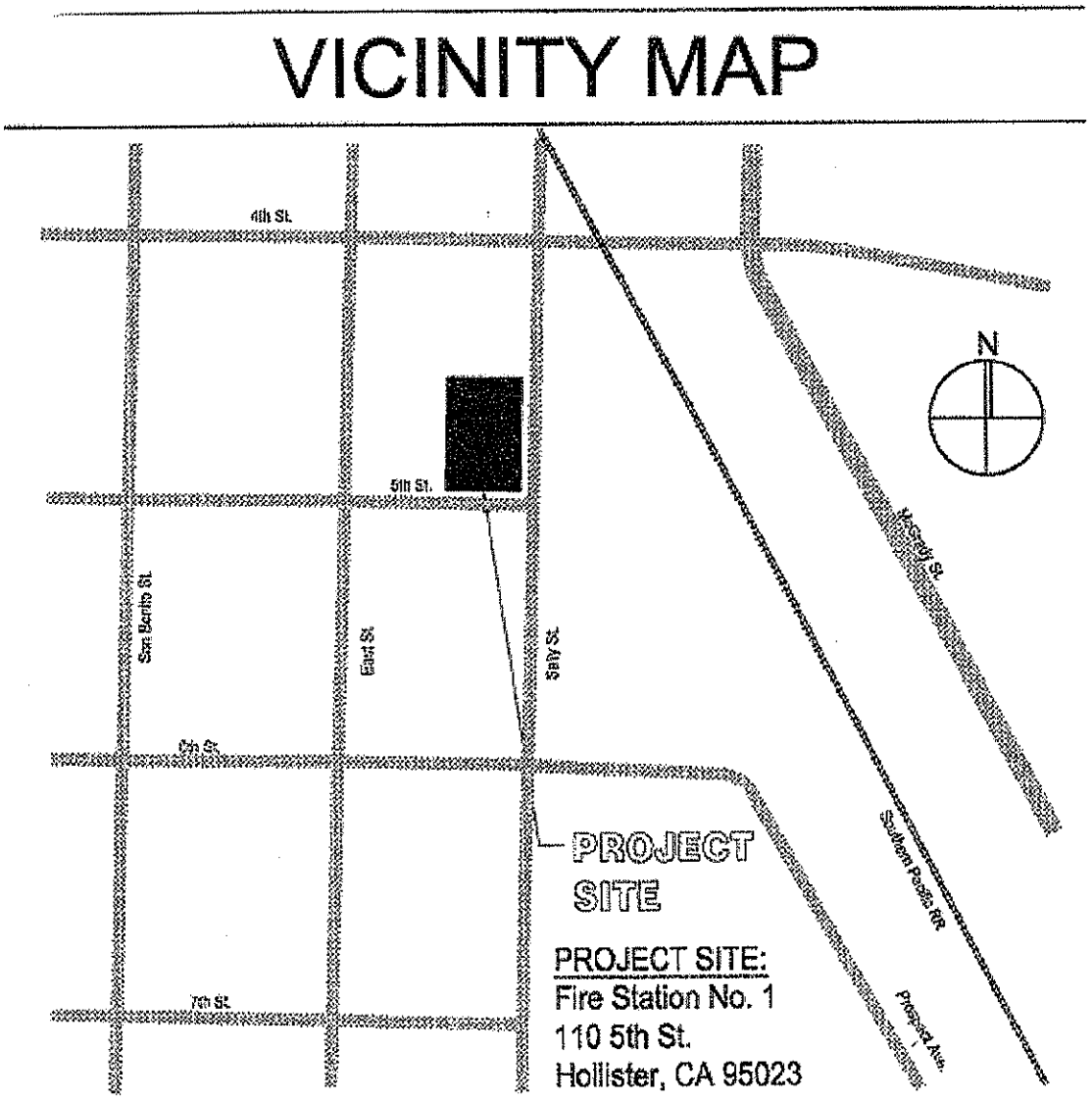
	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

April 5, 2010
Date

Name of Preparer: Jillian Leal-Morales, City of Hollister
City of Hollister
375 Fifth Street
Hollister, CA 95023
(831) 636-4360 Fax (831) 636-4364

FIGURE 1



Demolition and Reconstruction of Fire Station No. 1

FIGURE 2 - Proposed Location of Temporary Fire Station 1

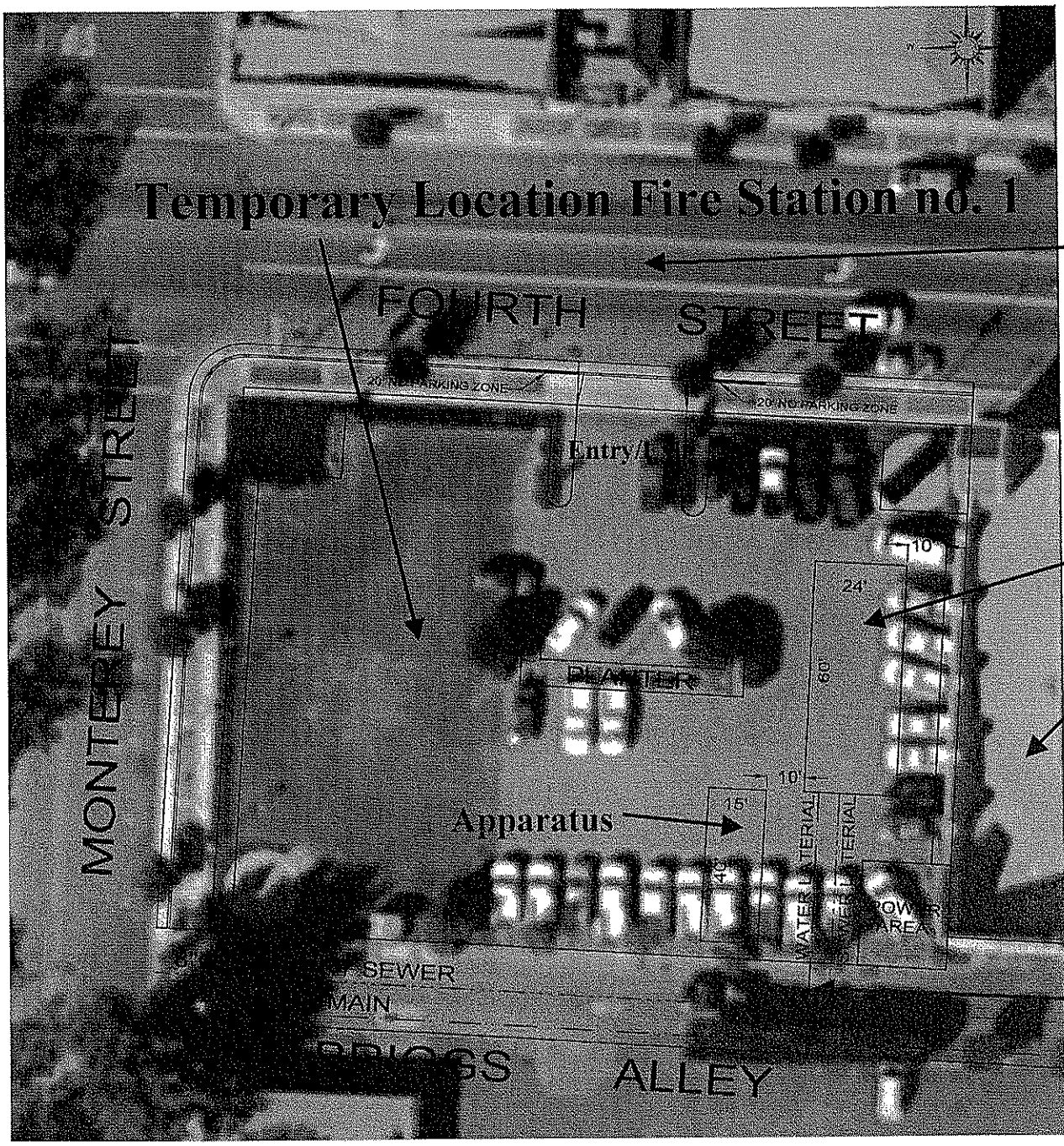
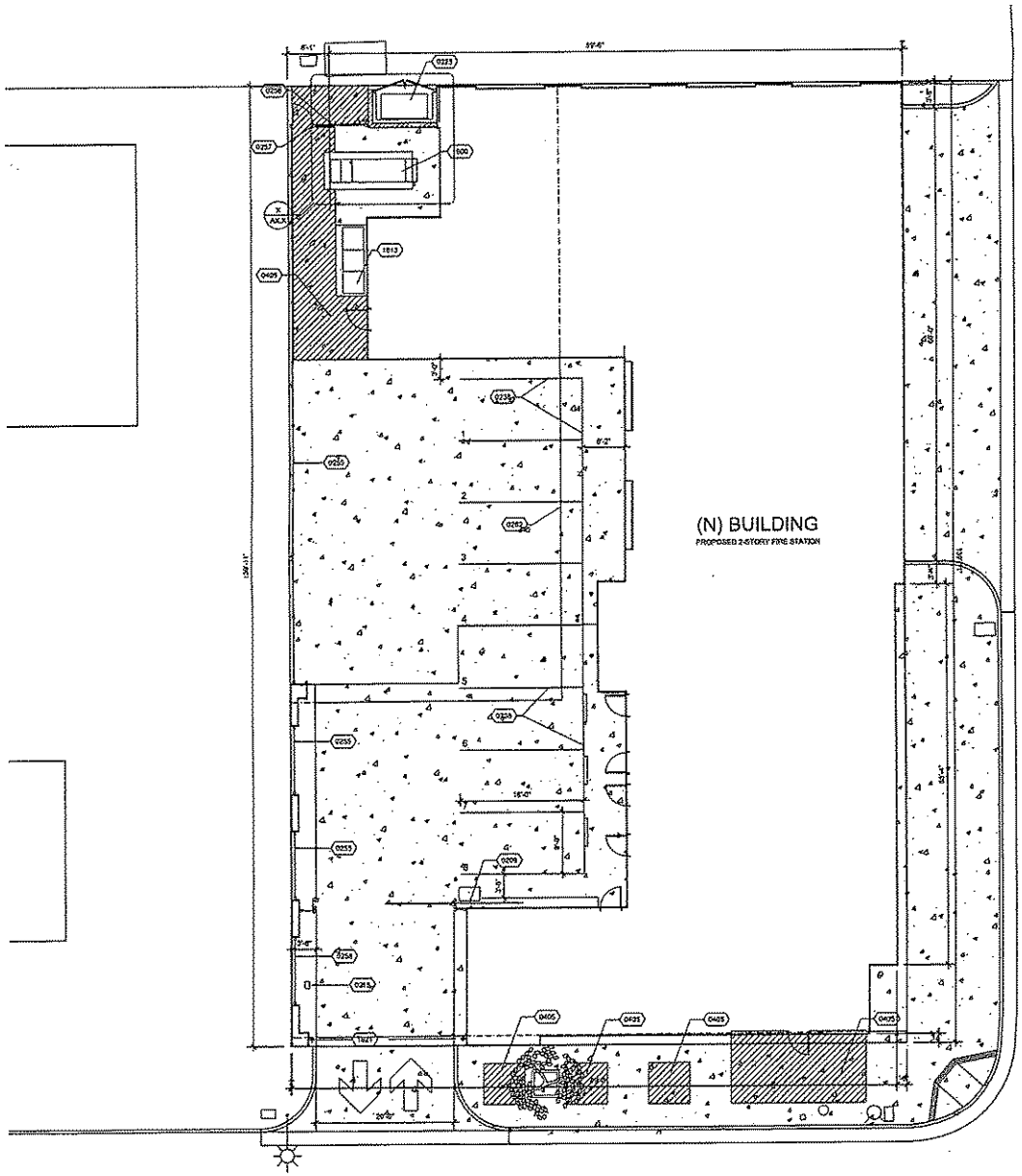


FIGURE 3 - Proposed Site Plan



SITE PLAN | 1/8" = 1'-0" | 6

0209	6' HIGH ROLLING SECURITY GATE, SEE 10 & 11/A9.2
0213	POST MOUNTED GATE ACCESS WITH KEYPAD SEE X/A.X.X
0225	TRASH ENCLOSURE, SEE 1/A9.1
0238	3" WIDE PAINTED PARKING STRIPING
0255	6'-0" HIGH CHAIN LINK FENCE WITH PRIVACY SLATS, SEE 4 & 5/A5.6
0257	6'-0" HIGH CHAIN LINK GATE WITH PRIVACY SLATS, SEE 3/A5.6
0258	6'-0" HIGH WROUGHT IRON FENCE, SEE X/A.X.X
0262	EXISTING 1-STORY FIRE STATION TO BE REMOVED
0405	INLAYED PAVERS, SEE X/A.X.X
1300	EMERGENCY GENERATOR, SEE ELECTRICAL DRAWINGS
1515	MAIN SERVICE ON 4" CONC. CURB, SEE ELECTRICAL DRAWINGS
1521	AUDIO/VISUAL WARNING DEVICE

REFERENCE NOTES

1. SITE AREA - 12,534 SF
2. BUILDING AREA:
   EXISTING BUILDING TO BE DEMOLISHED - 6,839 SF
   NEW FIRST FLOOR - 7,279 SF (58% COVERAGE)
   NEW SECOND FLOOR - 5,120 SF
   TOTAL BUILDING AREA - 12,399 SF
   PAVED AREA - 5,324 SF (42% COVERAGE)
   OPEN AREA - 0 SF (0% COVERAGE)
4. PARKING SPACES:
   STAFF - 8 SPACES
5. ZONING DESIGNATION: C-2-S
6. GENERAL PLAN DESIGNATION: DOWNTOWN COMMERCIAL AND MIXED USE
7. ADJACENT PROPERTIES WITHIN 100 FEET OF PROJECT SITE:
   NORTH - PRIVATE RESIDENCE
   SOUTH - COAST COUNTIES GLASS INC.
   EAST - SOUTHERN PACIFIC DEPOT
   WEST - MAVERICK WELDING SUPPLY
   NORTHWEST - PAINE'S RESTAURANT
   SOUTHWEST - APOSTOLIC BIBLE LEARNING CENTER

GENERAL INFORMATION

FIRE STATION BUILDING

CONCRETE PAVING AND WALKWAYS
4" THICK CONCRETE OVER 8" MIN THICK 95% COMPACTED MOISTURE CONDITIONED SUBGRADE SOIL OVER COMPACTED GRADE SEE CIVIL DWGS FOR MORE INFORMATION

PROPERTY LINE

STRUCTURE OVERHEAD

LEGEND

WLC Architects, Inc.
RANCHO CUCAMONGA • FOLSOM • RIVERSIDE
NORTHERN CALIFORNIA
1110 Iron Point Road
Suite 200
Folsom
California 95630-8301
tel: 916-355-9922
fax: 916-355-9950

CITY OF HOLLISTER

Hollister Fire Station No. 1

100% DESIGN DEVELOPMENT

110 5TH ST.
HOLLISTER, CA 95023

LICENSED ARCHITECT — STATE OF CALIFORNIA

CONSULTANT

NO	DATE	BY	DESCRIPTION

REVISIONS

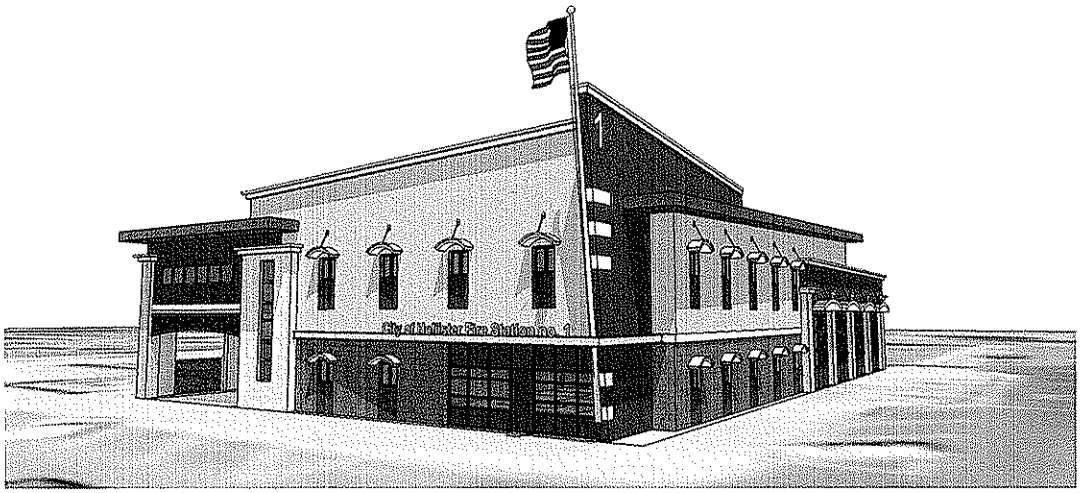
DRAWN: AO	CHECKED: JLY
DATE: 04/20/2010	SCALE: 1/8" = 1'-0"
PROJECT NUMBER: 0918100	

City Project No.

SITE PLAN

DRAWING NUMBER: A1.1

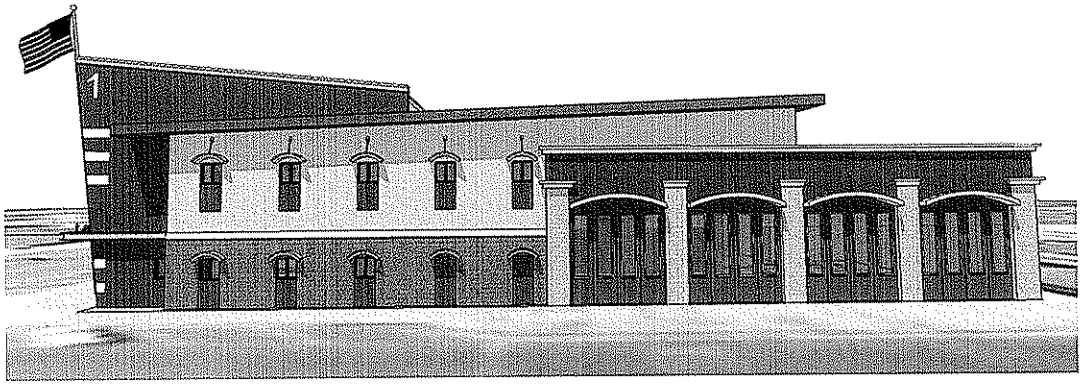
FIGURE 4 – S&A 2010-1 Fifth Street Elevations



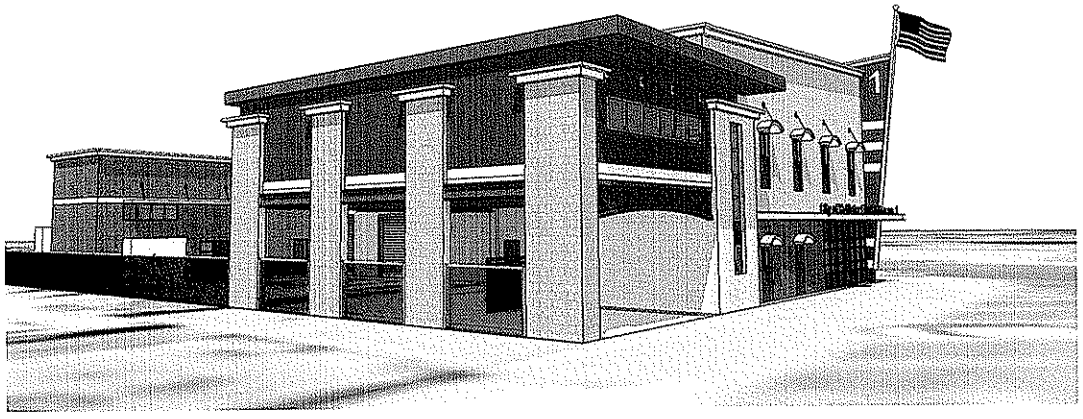
Corner View

Fifth Street Front View

FIGURE 5 – S&A 2010-1 Fifth & Sally St. Elevations



Sally Street Front View



Fifth Street Looking East toward Sally Street

FIRE STATION No. 1
INITIAL STUDY

I. AESTHETICS– Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area:				X

Findings:

a-b. The project consists of the demolition and reconstruction of Fire Station No.1 on the building's existing footprint. The newly constructed firehouse is not located near scenic highway or in the vicinity of scenic geologic features. The proposed project is within an urban setting and would not result in an adverse impact to a scenic vista or degrade the existing visual character or quality of the site and its surroundings. The proposed project would not directly create a new source of substantial light or glare that would adversely affect the day or nighttime views in the area..

c. The City of Hollister City Council adopted the Design Guidelines in Chapter 7 of the Hollister Downtown Strategy & Plan for review of development in the downtown area. Chapter 7 provides design guidelines for main street commercial buildings, three types of residential buildings and historic structures.[10] There are no guidelines for institutional buildings such as the fire station. The 'Main Street Commercial' guidelines were used for this initial study to evaluate the consistency of the proposed project with the Hollister Downtown Strategy and Plan. The guidelines state commercial buildings should be located primarily along San Benito Street and Fifth Street. These buildings are also appropriate for portions of other streets, generally one to two blocks on either side of San Benito Street. The proposed replacement structure will be consistent with the locational criteria because it will be located on Fifth Street within two blocks of San Benito Street.

An evaluation of the consistency of the proposed new construction of Fire Station No. 1 with the Main Street Commercial Building guidelines is provided below:

Site planning (Please see attached Figure 6). The guidelines establish building zones for placement of building facades and parking/loading areas on a lot. Building facades should be built at a zero foot setback along all property lines that are adjacent to a street. Storefronts, building entrances, outdoor dining spaces, and upper floor balconies may be recessed into the facade. The proposed Fire Station No. 1 will be built at a zero foot setback along all property lines that are adjacent to Briggs Alley, Fifth and Sally Streets.

On corner lots, the priority is for the building placement is to occupy 100 percent of the street frontage shown as 'zone C' on the attached Figure 6 with the parking loading area on the interior 'multifuncialonal zone D.'

Consistency: The proposed building orientation is consistent. The building zone for Fire Station No. 1 corner lots borders the street frontages and pedestrian walkways giving precedence to the structure and building entrances rather than parking The parking courtyard has been located on the interior the lot consistent with the guidelines for zone D.

Access to parking and loading/unloading facilities should be provided by the alley. If an alley does not provide access to the property, a single two-way driveway is allowed. The driveway should not exceed a width of 20 feet and its centerline should be at least 30 feet from street intersections.

Consistency: The proposed access is consistent. Access to the interior-parking courtyard is proposed from Fifth Street with a 20-foot two-way driveway for Fire Station No. 1 along the west property line and approximately 80 feet from the nearest intersection of Fifth Street and Sally Street. The newly constructed Fire Station No.1 will border Briggs Alley on the North side of the lot but the fire station access is not proposed, only for pedestrian access to the alley and none for vehicles. The subject parcel is small. The site plan included as Attachment Site Plan A1.1 shows that a trash dumpster is proposed to be placed with alley access and an emergency back up generator will be placed behind the dumpster. It is preferable to place these types of facilities near the alley rather than facing Fifth Street.

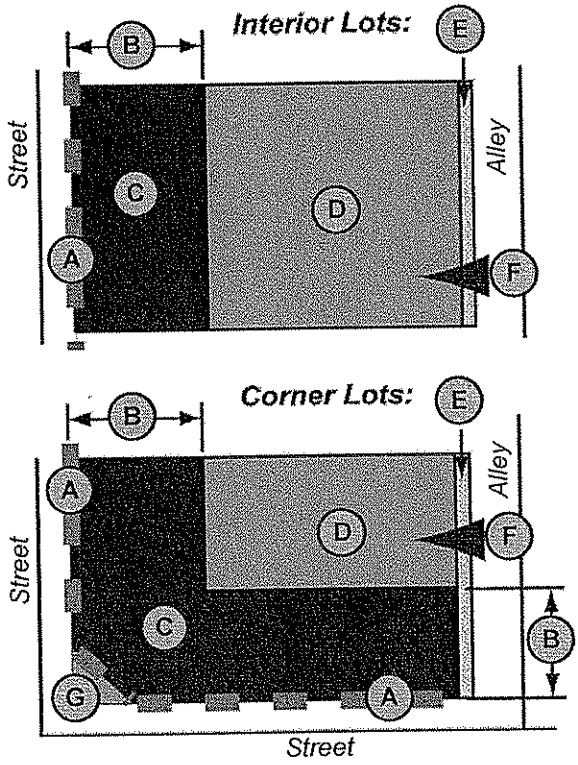
Building form (Please see attached Figure 6). The guidelines state buildings should have a minimum of 2 floors and a maximum of 4 floors with street frontage entrances and the elevation of the ground floor should be at the grade of the adjacent sidewalk.

Consistency: The proposed building form is consistent. Fire Station No. 1 will consist of two floors with mainly crew quarters, living space, and restrooms on the second floor and offices, reception, and the apparatus on the first floor. The proposed main entrance to the firehouse on Fifth Street will be ADA accessible with a finished floor elevation at the grade of the adjacent sidewalk.

Building Façade and roof: The reconstruction of Fire Station No. 1 and the temporary relocation are consistent with the Downtown Strategy and plan following the design guidelines pertaining to site planning and building form. Fire Station No. 1 building elevations were presented to the City of Hollister Development Review Committee and received positive review and approval from City Staff.

FIGURE 6 – Strategy and Plan 'Building Zones'

Site Planning



A. Building facades should be built at a zero foot setback along all property lines that are adjacent to a street. Storefronts, building entrances, outdoor dining spaces, and upper floor balconies may be recessed into the facade.

B. Buildings should have a minimum depth of 20 feet as measured from the front facade.

C. Building Zone: Buildings should occupy 100 percent of this zone.

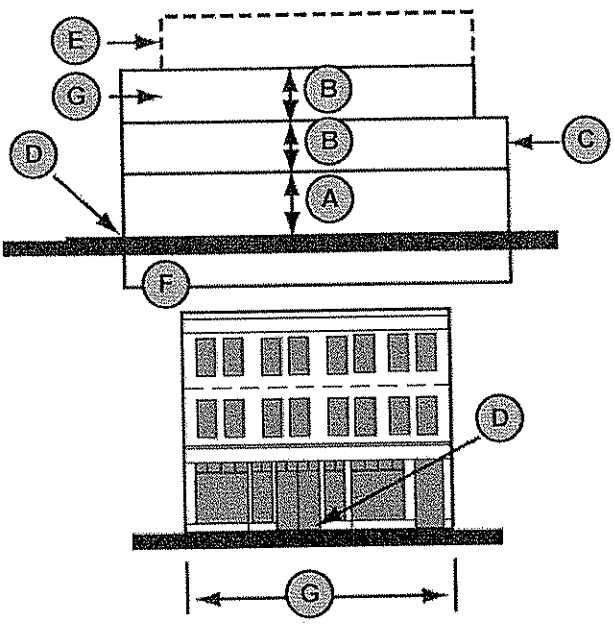
D. Multifunctional Zone: Buildings, rear yards, courtyards, parking lots, and/or loading/unloading zones may occupy this zone.

E. Buildings should have a 5 foot rear setback if the rear yard is not adjacent to an alley. No other setbacks are required.

F. Access to parking and loading/unloading facilities should be provided by the alley. If an alley does not provide access to the property, a single two-way driveway is allowed. The driveway should not exceed a width of 20 feet and its centerline should be at least 30 feet from street intersections.

G. The front facade at the building corner adjacent to the intersection may be angled, curved, or recessed, but only if a building entrance is created at the corner.

Building Form



A. First floor ceiling heights should be at least 14 feet tall.

B. Upper floor ceiling heights should range between 8 feet and up to 85 percent of the height of first floor ceiling.

C. Buildings should have a minimum of 2 floors and a maximum of 4 floors.

D. At street fronting entrances, the elevation of the ground floor should be at the grade of the adjacent sidewalk.

E. Stepbacks from the front facade are appropriate for upper floors.

F. Multi-level basements are allowed for parking.

G. Building widths should range from 25 feet to 50 feet. A single building wider than 50 feet may be appropriate if designed to look like multiple buildings. Each individual segment of the building should have a maximum width of 50 feet.

Temporary Signage: A temporary sign will be posted at the Fourth Street entrance/exit reading "Temporary Fire Station No. 1, Personnel Only." The sign is intended to inform the public of the temporary eighteen-month location of the fire station.

Service Areas and Mechanical Equipment: Trash disposal areas and shipping and receiving areas should be located within parking garages or to the rear of buildings and screened from public view.

Consistency: The proposal is consistent. The trash enclosure is proposed to be located at the rear of the building with access to Briggs Alley. The enclosure will be sited to screen an emergency back up generator for the fire station.

Mitigations: None required

II. **AGRICULTURAL RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use:				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Findings:

a-c. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non agricultural use. The site is located within an established urbanized area and is not contiguous to prime agricultural lands or lands in the Williamson Act. The area is classified as Urban Built Up in the California Department of Conservation San Benito

County Important Farmland 2004 Map. [5]

Mitigations: None required

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?			X	

Findings:

a. Hollister and San Benito County are located within the jurisdiction of the Monterey Bay Air Pollution Control District (MBUAPCD), which is responsible for monitoring air quality in the air basin. To achieve compliance with state air quality standards, the MBUAPCD adopted the Air Quality Management Plan (AQMP). Conformity of population related projects with the AQMP is assessed by comparing the projected population growth associated with the project to population forecast adopted by the Association of Monterey Bay Area Governments (AMBAG). The City of Hollister requested a determination from AMBAG to determine whether the demolition of the existing firehouse on the project site is consistent with the air quality plan. [8]

b-c. *Asbestos and Lead Paint:* A Hazardous Materials Survey Report was prepared to evaluate the potential for hazardous materials at the existing building on the site. The report identified two types of asbestos-containing (ACM) materials and one type of lead based paint and ten types of paint containing lead on the project site. Demolition of this structure could release asbestos and lead into the air, which would be considered a potentially significant adverse environmental impact. Compliance with all regulatory agencies regarding hazardous materials is necessary in order to reduce health risks associated with asbestos to a less than significant level. Implementation of the following mitigation measures AQ-1, AQ-2 and AQ-3 would reduce the impact to a less

than significant level. The mitigation measures require that demolition materials must be disposed of properly according to hazardous materials disposal regulation the MBUAPCD NESHAP policies and regulations for removal and disposal of contaminated materials. The City of Hollister will apply for a demolition permit from the MBUAPCD. Also, the City:

Operational Impacts: The Monterey Bay Unified Air Pollution Control District CEQA Guidelines has thresholds of significances for Ozone and particulates (PM10) and Carbon monoxide and other pollutants. The proposed project is the re-construction of an existing fire station. In the near term, there will be no change over existing conditions to the number of employees at the facility. Over the long-term the facility could house an additional eight employees and one fire engine. The size of the proposed 12,318 square foot re-constructed fire station is below the threshold of significant for ozone for a light industrial building, which is 1,040,000 square feet, or a government building, which is 112,000 square feet [11].

The proposed project will result in an incremental but insignificant increase in PM10s and other air pollutants. The operation impacts of a 20,000 square foot fire station with a 174,240 square feet of retail and office use was previously calculated with the URBEMIS 2007 Version 9.2.4 for three alternative land uses on a one acre parcel for in the Fremont School Demolition and Site Clearance Initial Study in downtown Hollister which is hereby incorporated by reference into this initial study.[12] The initial study concluded that the PM10 emissions and other air pollutants (ROG, NOx as NO2, Sox as SOs emissions would be less than significant. The proposed project would be on a smaller parcel and would include the reconstruction of a 12,318 square foot station rather than a new 20,000 square foot new facility.

Short Term Construction Impacts: Construction activities could occur for the development on the project site. The MBUAPCD has established the following thresholds of significance for project construction-generated PM10:

Daily construction emission limit:	82 lbs/day
Area under construction disturbance	
Minimal earthmoving:	8.1 acres/day
Extensive earthmoving:	2.2 acres/day

Because the project site is less than one half acre (03.) and relatively flat, minimal earth moving is anticipated to occur. Therefore, the proposed project will not exceed the thresholds of significance for construction.

Section 17.16.040 of the Zoning Code requires construction activities to minimize dust or dirt emissions beyond the project boundary, through implementation of the following measures:

A. (Implementation of an) erosion and control plan per City Engineering Standards;
B. Water graded areas as often as necessary or hydro seed and install a temporary irrigation system, subject to approval of the Director; and
C. Revegetate graded areas as soon as possible to minimize dust and erosion.

Mitigation Measures

AQ-1 Prior to issuance of the demolition permit, the City of Hollister will apply for a demolition permit from the MBUAPCD.

AQ-2 The City of Hollister will include in approved contracts for the building demolition that the contractor shall implement the recommendations found in the ATC report prepared in February 2010 and comply with the MBUAPCD NESHAP policies and regulations for removal and disposal of contaminated materials.

d. The MBUAPCD CEQA Guidelines generally define a sensitive receptor as a location where it can be reasonably assumed that human populations, especially children, seniors, and sick persons, would be continuously exposed to pollutants concentrations. Sensitive receptors typically include residences, hospitals, and schools. Uses in the vicinity of the site include a continuation high school greater than a quarter of a mile northeast from the site and the closest residence is 260 feet North of the site. Demolition and disposal activities could generate Particular Matter (PM) emissions that could have a substantial impact on local air quality, and affect nearby sensitive receptors and those in residential areas adjacent to transport routes. Areas of the site left barren after demolition could also generate dust emissions if left exposed for an extended period of time. Implementation of the following mitigation measure would reduce the exposure of sensitive receptors to project related PM emissions during demolition and would reduce the short-term impacts to a less than significant level.

AQ-3 To control, to the greatest extent feasible, dust during demolition activities and the transport of demolition spoils, the City of Hollister will include the following MBUAPCD dust control measures into demolition contracts:

a.) Water all active demolition and construction areas at least twice daily, or as required to control dust;

b.) Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard;

c.) Sweep streets daily if visible soil material is carried out from the project site;

d.) Apply (non-toxic) chemical soil stabilizers on all unpaved access roads parking areas and staging areas as well as on disturbed areas within the project site that are unused for at least four consecutive days;

e.) Cover inactive storage piles

e. The proposed project may result in some short-term demolition related odors but is not anticipated to produce offensive odors over an extended period of time. The impact will be less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by The California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Findings:

a-f. The project site is located in an established urban environment and would have no effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. Furthermore, there are no

riparian corridors or seasonal wetlands in the area. The site and the surrounding area are substantially developed and urbanized and is not part of an adopted plan for habitat conservation [1] [2, pages 4.8-1 through 4.8-13].

Mitigations: None required

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Findings:

a-d. The proposed project consists of the demolition and reconstruction of Fire Station No. 1 on the building's existing footprint. The project site is not listed on the California Register of Historic Places or the two Hollister Historic Districts. [15]

The project is located within an area of archeological sensitivity on Figure 15 of the City of Hollister General Plan Final EIR [2]. There is a possibility that the archaeological resources could be discovered during ground disturbing project related activities parcel. Any unanticipated and accidental archaeological discoveries during development of the project site have the potential to affect archaeological resources. This would be considered a potentially significant impact. Implementation of the following mitigation measures would reduce this potential impact to a less than significant level:

Mitigations:

As a condition of project approval, during construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource.

a.) **Human Remains:** The County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the

procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

b.) **Paleontological Resources:** A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontologist resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

c.) **Archeological Resources:** An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate.

VI. GEOLOGY AND SOILS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of		X		
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion of the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Findings:

a-e. The project consists of the demolition and reconstruction of Fire Station No. 1 on the building's existing footprint.

The City of Hollister is located within a seismically active region, and has experienced severe damage caused by ground shaking within the last 35 years. The closest active fault system to the project site is the Calaveras Fault, which runs south and north through the City of Hollister. The fault splits into the 'main' branch and the 'east' branch at Park Hill about one half mile east of the project site. The main branch is at the surface in some parts of Hollister and is actively creeping. The east branch is also considered to be a potentially active fault with a potential for surface fault rupture.

Fire Station No. 1 is located within the Alquist Priolo Earthquake Fault Zone, which identifies property that may be subject to surface fault rupture. The City of Hollister Redevelopment Agency (RDA) has contracted with a geologist to conduct a surface fault investigation in compliance with section 2623 of the government code. Trenching conducted in March 2010 by Earth Systems did not provide evidence of surface fault rupture. The final report and peer review must be completed before the site can be cleared for reconstruction. Mitigation requires completion of the surface fault investigation prior to issuance of a building permit and relocation of reconstruction of Fire Station No. 1 if the fault investigation establishes a non-buildable area that includes the project site.

There is potential for persons and structures on the project site to be subject to ground shaking from an earthquake with the project area. The San Andreas Fault system crosses San Benito County in a southeasterly direction along the Gavilan Range two and a half miles west of the City, and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The Calaveras fault has the capacity for a quake of 7+ on the Richter scale. Based on the Soils Survey of San Benito County, soils on the project site are Sorrento silty clay loam (SrA) 0 – 2% slopes. Permeability is moderately slow with moderate shrink-swell potential.

Impacts associated with ground shaking or expansive soils would be considered potentially significant. These potential impacts, however, will be mitigated less than significant with mitigation measures that require use of a geotechnical soils report to design the structure and parking areas to minimize hazards from ground shaking and expansive soils.

According to the Relative Liquefaction Susceptibility Map of the Hollister Area, the project area has a low potential liquefaction hazard.[6]

The project site is generally flat, during the demolition or reconstruction prior to completion of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Chapter 15.24 of the Hollister Municipal Code, which requires applicants to submit an erosion control plan, which is required to include measures stabilizing exposed earth. Implementation of the following mitigation measures will ensure the effectiveness of this plan in minimizing erosion, thereby reducing this potential impact to a less than significant level.

Sanitary sewer service will be provided to the project site by the City of Hollister.

The temporary fire station location at 375 4th Street part of lot is out of the Southwest boundary of the Alquist Priolo Special Study Seismic Zone. The desirable location of the temporary fire station structure is out of the fault zone. There will be no grading or ground disturbance to the temporary fire station location. The temporary location is already paved and a modular unit will set atop the existing paved area.

Mitigations:

GS-1.

A surface fault investigation that clears the project site for re-construction shall be completed and filed with the State Geologist prior to issuance of a building permit. If the fault study findings prove that a fault is located at the site for the proposed reconstruction of Fire Station No. 1, the City of Hollister will relocate the project to an alternative site.

GS-2 The following condition shall be placed on the proposed S&A 2010-1: Prior to issuance of a building permit or approval of plans for grading, drainage or erosion control on the project site, the project sponsor shall prepare a Geotechnical Soils Report with engineering recommendations to minimize impacts from seismic induced ground shaking, liquefaction, erosion, and soil expansion or contraction for all structures, utilities and paved surfaces. The recommendations from the report shall be incorporated into the improvements plans for grading, drainage, building foundations and plans, paving and erosion control. Prior to obtaining approvals for building permits and improvement plans the City of Hollister Engineering and Building Departments will review the plans for compliance with recommendations in the geotechnical report. [Engineering Department, Building Department]

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a)Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

Findings:

a-c. A Hazardous Materials Survey Report was prepared by ATC to evaluate the potential for hazardous materials at the existing building on the site [13]. The report identified two types of

asbestos-containing (ACM) materials, one type of lead based paint and ten types of paint containing lead and suspect PCB and mercury containing equipment and fixtures at the site building (Sixty suspect PCB-containing light ballasts and one-hundred twenty suspect mercury containing fluorescent tubes at the site.) Improper disposal removal or transport of the hazardous materials could result in potentially significant release of asbestos, lead or mercury, which would be considered a potentially significant adverse environmental impact. The ATC report also concluded that there may be other hazardous materials on the project site that were not identified during the survey within inaccessible or concealed spaces. Compliance with all regulatory agencies regarding hazardous materials is necessary in order to reduce health risks associated with asbestos, lead based paints, mercury, and other undetected materials to a less than significant level. Implementation of the following mitigation measures would reduce the impact related to the disposition of asbestos materials and any detected site contamination to a less than significant level:

Mitigation Measures

HZ-1. Abatement procedures for asbestos materials shall be incorporated into the demolition of the existing structures. Any lead stripping and lead based paint debris shall be cleaned up and disposed of by properly trained and protected personnel and licensed contractor. All light ballasts shall be inspected for "non-PCB" labeling during demolition activities and any ballasts that no not have "non-PCB labeling shall be disposed of in accordance with CCR Title 22, Section 24, Chapter 42, 42 (Section §67426.1 to §67429.1), and CFR Title 40. Fluorescent tubes should be removed and disposed according to CCR Title 22, Section 4.5, Chapter 23 (Sections §67426.1 - §67429.1), and CFR Title 40, and all other applicable local, state and federal regulations. During demolition an assessment shall be conducted by a qualified profession to determine if additional hazardous materials are present or absent in inaccessible or concealed spaces such as pipe chases and the interior of mechanical components and ducts. Any identified hazardous materials shall be handled, removed and disposed of in accordance with all applicable local, state and federal regulations.

d. According to the California Department of Toxic Substances Control website, the project site is not on the list of hazardous materials sites compiled pursuant to Government Code section 65962.5.

e-h. The project site is located outside of the Hollister Municipal Airport Safety zones and outside the Hollister Municipal Airport Comprehensive Land Use Plan Airport Influence Area. The project site would not expose people or structures to wild land fire risks. [14]

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, mudflow?				X

Findings:

a-e. The project consists of the demolition and reconstruction of Fire Station No. 1 and temporary relocation of the facility. The project would not substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing land uses or planned uses for which permits have been granted). The project site has already been developed and compacted and would not alter the existing drainage pattern of the site or area, including the alteration of a stream or river course, which would result in substantial erosion, runoff in a manner, which would result in flooding on or off site, provide additional sources of polluted runoff, or degrade water quality. The impact of the project on groundwater levels, drainage and surface water runoff would be insignificant.

f. The project could contribute to the degradation of water qualify from near term construction impacts and operation of the replacement fire station. Near term construction during demolition and reconstruction impacts could result from dirt leaving the site and entering the storm drain system by being tracked onto adjacent sidewalks and streets by haul trucks; by runoff from exposed earth and stockpile areas during rainy periods; and from wind-blown dirt and dust off-site from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment being used during project construction. The 0.3-acre development area is less than one acre and is exempt from requirements for a storm water permit. Due to the small size of the site and requirements for Grading and Best Management Practices in Section 15.24 of the City of Hollister Municipal Code, the impact would be less than significant. City standards require the applicant to use Best Management Practices (BMPs), which specify how the applicant will protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and the installation of gravel entrances to reduce tracking of sediment onto adjoining streets.

On-site sources of polluted runoff associated with a fire station typically include surface parking areas and driveways, refuse storage areas, and planting areas where pesticides and fertilizers and potential increase in salts depending on what type of water treatment system is used. The applicant is proposing to install grease interceptors at the Sally Street driveway where vehicles are cleaned to filter flow to storm drains.

In the case of the proposed project, the Fire Station No. 1 reconstruction site has already been paved as well as the parking lot for the temporary fire station and the potential increase from the proposed project would be insignificant. The applicant is also proposing to replace the sidewalk on Fifth Street with a sidewalk with permeable decorative pavers as well as some of the sidewalks in the parking courtyard. These improvements will incrementally reduce storm water runoff.

Water Softeners: In 2004, the City of Hollister, San Benito County and San Benito County Water District approved a Memorandum of Understanding that established a process and standards for the development of a comprehensive master plan for water supply and wastewater treatment and disposal in an area around Hollister. The Statement of Intent calls for strategies to reduce the concentration of salts in the groundwater supply and use of accepted engineering standards to review the availability of water supply for new development. Mitigation VIII-1 requires use of water softeners that rely on off-site disposal to avoid a potentially significant cumulative increase in salts to groundwater resulting in a **less than significant impact.**

g-h. This is not a housing project. According to floodplain data compiled by the Federal Emergency Management Agency (FEMA) the site does not lie within the 100 or 500-year flood plain. This project is not located near a levee or dam or a large body of water, which would cause an inundation of a seiche, tsunami, or mudflow. [4]

Mitigation Measure

VIII-1 A condition shall be placed on the proposed project that only City-approved water conditioning systems that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system shall be installed. A final occupancy shall not be granted for any building with a water conditional system unless the Building Inspector can verify installation of an authorized water conditioning system.

IX. LAND USE AND PLANNING – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Findings:

a. The proposed project involves the demolition and reconstruction of Fir Station No. 1 on the building's existing footprint. The project will not disrupt or divide an established community or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project or with any applicable habitat conservation plan or natural community conservation plan. [1]

b. The fire station is allowed with a Site & Architectural Review in the DCMU Zoning district. The applicant has submitted an application for S&A 2010-1 for the reconstruction of Fire Station 1 to comply with requirements for the zoning district. Section I, Aesthetics, of this initial study includes an evaluation of the consistency of the proposed building layout and façade with the Guidelines in the City of Hollister Downtown Strategic Plan. The project as proposed was determined to be **consistent** with the guidelines.

Mitigations: None required

X. MINERAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Findings:

a-b. According to the City of Hollister General Plan Mineral Resources of Regional Significance, the project site is not located within a region of mineral significance. These resources remain available near the San Benito River. [1]

Mitigations: None required

XI. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Findings:

a-d. Short-term noise generation is expected during demolition and site clearance activities. Demolition equipment typically generates noise levels in the range of 75 to 95 dBA at a distance of 30 feet from the source. Exposure of persons to prolonged periods of excessive noise would be considered a significant impact. The following mitigation measure would further reduce demolition noise impacts.

The project is the demolition and reconstruction of Fire Station 1. The fire engineers and apparatus bay will face the same location – Sally Street and the routes for emergency response will remain the same. A change in noise levels is the expected with the replacement structure.

e-f. The project site is not located within Noise Contour Zone for aircraft. It would not result in exposing people residing or working in a safety hazard for people residing or working in the project area to excessive noise levels. [14]

Mitigation Measures

N-1. The following measures will be incorporated into the proposed project to mitigate impacts from demolition and site clearance noise: Demolition and construction will be limited to weekdays between 7 AM and 7PM and 8:00 AM to 6:00 PM on Saturday (General Plan Policy HS3.3).

XII. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Findings:

a-c. The project consists of the demolition and reconstruction of Fire Station No. 1 on the building's existing footprint. The proposed project does not include the removal of existing housing and would not displace housing or result in the need for temporary housing.

Mitigations: None required

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or				

other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other Public Facilities?				X
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings: The proposed project is nonresidential and would not adversely impact existing fire and police protection, local schools or parks. The project will utilize the existing public infrastructure system in place.

Mitigations: None required

XIV. RECREATION-- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings:

a-b. The project consists of the demolition and reconstruction of Fir Station No.1 on the building's existing footprint and would not increase the use of existing neighborhood and regional parks or other recreational facilities.

Mitigations: None required

XV. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?		X		
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Findings:

a-b. The proposed project involves the demolition and reconstruction of Fire Station No.1 and temporary relocation of the fire station to a parking lot near the southeast corner of Monterey and Fourth Streets. The project site is accessible from Sally Street to the east and Fifth Street to the south. Access is proposed from the same location as the current Fire Station No. 1. There will be an incremental but insignificant increase in vehicular traffic over the long term because replacement fire station will increase the capacity for fire fighters from eight to sixteen. Removal of the existing building from the site would not interfere with existing circulation patterns or generate an increase in traffic to and from the site.

c. The proposed project would not change existing air traffic patterns, increase hazards due to a design feature, result in inadequate emergency access to the site.

d-e. The temporary fire station is proposed to be located on a vacant parking lot near the intersection of Monterey and Fourth Street. Primary access would be from Fourth Street about 300 feet west of the intersection of Fourth and San Benito Streets, which operates at a Level of Service of F. Traffic backs up toward the project site and could impede emergency response for fire trucks responding to calls from the temporary station. The impact is potentially significant. Mitigation Measures T-1 includes measures to minimize delay for fire trucks leaving the site for emergency calls. Incorporation of the mitigation measures will reduce the impact to a less than significant level.

Mitigations:

T-1 Prior to occupancy of the temporary fire station near the corner of Monterey and Fourth Street, the following safety measures will be implemented:

1. Near the entrance/exit driveway off of 4th Street, the curbs shall be painted red for no parking a distance of 20 feet on each side of the driveway.
2. For additional line of sight to fire engines and motorists on 4th Street, a keep clear traffic zone will also be painted on 4th Street at the entry/exit driveway so that access for fire engines will remain clear when traffic is stopped at the intersection of 4th Street and San Benito Street.
3. The City of Hollister Engineering Department shall coordinate with Caltrans to place a pre-emption device that can be utilized by Fire Trucks at the temporary station number 1 to change the traffic signal at the intersection of Fourth Street and San Benito Street to green for the eastbound approach to the intersection from Fourth Street.

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Findings:

a-d. The proposed project consists of the removal of the existing building on the site that is located within the existing sanitary sewer service areas. The project would have no effect on wastewater treatment requirements. The proposed firehouse would remain connected to the municipal sewer system. The proposed project would not result in the construction or expansion of new wastewater treatment facilities. The proposed project would not affect existing storm drainage facilities.

g, e.

Solid waste disposal within Hollister is disposed of at the John Smith landfill, located east of Fairview Road, which also serves San Benito County. The landfill is located approximately 3 miles east of the project site on John Smith Road. The projected remaining capacity of the John Smith Road Landfill, as of July 4, 2008, is approximately 2,093,309 cubic yards, or 17.5 years of capacity based on the average daily refuse acceptance rate of 250 tons. Regulations contained in Title 14 of the California Code of Regulations require the maintenance of a minimum of 15 years of permitted disposal capacity for county or regional landfills. The project is not anticipated to generate an amount of solid waste that would significantly reduce the 15-year capacity of the landfill, therefore, an expansion of the therefore, an expansion of the landfill to accommodate the project is not required. Furthermore, Section 15.04.0245 'Building and demolition permits – Diversion plans' of the Hollister Municipal Code requires approval of a solid waste diversion plan to divert a minimum of fifty percent of the construction waste from the proposed project. Preparation of plans will be required for the demolition of the existing structure and reconstruction. **No impacts** are expected to occur.

Mitigations: None required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Findings:

XVII a) The project would result in the reconstruction of a larger fire station on a site that does not currently provide habitat for any special status species of plant or animal. There is potential for significant archaeological or cultural resources within or adjacent to the project site. Measures are included, however, to ensure that any cultural resources that may be discovered during the construction phase of the project will be protected. A **less than significant impact to these resources with mitigation incorporated** is therefore anticipated.

XVII b)

Cumulative Contribution to Global Climate Change

The existing fire station contributes to the cumulative increase in greenhouse gas emissions. Estimated greenhouse gas (GHG) emissions resulting from implementation of the proposed project would be primarily associated with increases of carbon dioxide (CO_2). Emissions of CO_2 constitute more than 90 percent of total mobile-source GHGs associated with future development. In the near term, the replacement facility would have the same daily vehicle trips to and from the project site. The new station is proposed to be constructed with more energy efficient building materials, equipment and with skylights. Over the long term, there could be an additional eight fire fighters at the stations resulting in a neglibible net increase in GHG emissions. This impact is considered **less-than-significant.**

Conflict with Executive Order S-3-05

Governor Arnold Schwarzenegger issued Executive Order S-3-05 on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The project does not result in a reduction of GHG emissions, however, since the project's incremental additional contribution to the total CO_2 emissions of the City and region is negligible; it may reasonably be argued that the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance

In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Most of these measures are not directly related to construction and development activities, however, two of the measures are applicable to the project, and can be addressed by appropriate mitigation measures. These measures include:

CARB Measure 1: Transportation: Diesel-Off-road equipment (non-agricultural)

The goal of this measure is to reduce emissions of construction equipment through all feasible measures.

The following mitigation measure shall be implemented to make the project consistent with this goal:

Mitigation Measures:

XVII-1 The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

CARB Measure 11: Energy Efficiency: Cool communities

The objective of this measure is to reduce the need for air conditioning through the siting and design of buildings and site features.

The following mitigation measure shall be implemented to make the project consistent with this goal, resulting in **no significant impact** with consistency:

XVII-2 The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels, sun tunnels, and water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

Be subject to CARB's (California Air Resources Board) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO2).

Because the project is not anticipated to generate a substantial increase in overall vehicle trips the 25,000 annual metric ton threshold for reporting requirements would not be met. The project is therefore not subject to the CARB's mandatory reporting requirements.

Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.

In September 2008, the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and

climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. These measures address incorporation of energy efficient and renewable energy features; water conservation and efficiency features; waste reduction; and reduction of vehicle emissions. This analysis will not address each measure specifically; however, the measures required under MM XVII-2 are anticipated to be similar to measures recommended by the Attorney General.

Based on the discussion above, the project's cumulative impact on global climate change is considered **less than significant** with mitigation incorporated.

XVII c) The proposed project will not have a direct or indirect substantial adverse effect on human beings. With the implementation of incorporated mitigation measures, any potential impacts will be mitigated to a level of non-significance. Therefore, any adverse effects on human beings either directly or indirectly resulting from implementation of the proposed project will be reduced to a **less than significant level.**

INITIAL STUDY

SOURCES

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8. Association of Monterey Bay Area Governments (AMBAG), *Monterey Bay Area 2008 Regional Forecast population, Housing Unit and Employment Projections for Monterey, San Benito, and Santa Cruz Counties to the Year 2035 Final Draft,* Marina, California, June 11, 2008

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11. Monterey Bay Unified Air Pollution Control District, *CEQA Air Pollution District Guidel*ines, February 2008, Monterey, California.

12. EMC Planning Group Inc., Fremont School Demolition and Site Clearance Initial Study, September 11 ,2008, Monterey, California.

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14. Aries Consultants Ltd, Comprehensive Land Use Plan Hollister Municipal Airport , October 2001 Morgan Hill, California

15. City of Hollister Downtown Historic Inventory, MB No. 1024-0018, 1986